BEAL DOTATE.

Harry Richard, Mechanic for Bert Bing-ley in One of the Chalmers-Detroit Cars, Has Two Ribs Fractured in a Skidding Accident—Reeds Are Muddy

Twenty-two of the drivers that are to compete in the various classes of the Venderbit cup race and Motor Parkway Sweepstakes to-morrow morning were out for practice over the race circuit in Nassau county yesterday morning. George Ainstie had his Hudson Massapaqua trophy carout for the first time yesterday morning, and Spencer E. Wishard, who was one of the late entrants for the Vandarbilt cup, was also out for the first time.

Among the spectators gathered at the Westbury turn were Clifford V. Brokaw, entrant of the Isotta-Fracchini; Robert Graves, whose Mercedes was driven by the late Emile Stricker in last year's cup race and by Jenstry in former cup contests; Henry B. Harris, entrant of the Simplex, and Mrs. Harris; Harry Colbe, the Lorier race driver; Caleb S. Brasg, an amateur driver of Cincinnati, who owns a big Fiat,

race driver: Caleb S. Bragg, an amateur driver of Cincinnati, who owns a big Flat, and John S. Williams, who won the Hower trophy this year with a Pierce runabout. There was an accident to the so horse-power Chalmers-Detroit, driven by Bert Dingley, in which his mechanic, Harry Richard, was seriously injured. The car had reached the top of the first bridge on the Parkway where the cement roadway is carried over an intersecting road at an estimated speed of seventy miles an hour and had started down the other side of the bridge when the machine skidded to one side. The car was travelling at such high speed that the machine skidded completely around twice and then turned completely ver, landing on its wheels again.

In some miraculous manner Dingley escaped injury, except that his left arm was slightly bruised and his coat torn to ribbons as he was spilled out of his seat. Harry Richard, the mechanic, was not so forwith such force that two of his ribs were fractured. He did not lose consciousness and was hurried to the Nassau County pital in a Thomas touring car, whose er had been watching the practice from a nearby place. At the hospital he said his back pained very much and it was feared he might have been injured inter-feared he might have been injured inter-nally. Chevrolet brought Dingley to the grand stand and Knipper stopped further practicing with his little Chalmers-De-troit and took Dingley back to the team's

troit and took Dingley back to the team's quarters in Garden City. Dingley's mishap occurred on his first round.

George Ainelie in the Hudson, and not C. E. Stutz in the Marion, had trouble with a tire on the turn from the old country road at Westbury. The first reports of

a tire on the turn from the old country road at Westbury. The first reports of the socident were very much exaggarated. Ainsile had almost finished driving around the banked turn when one of his tires blew out and he can be difficult. The property of the socident were not in the least excited and had resided of the road. Ainsile and his mechanic were not in the least excited and had replaced the damaged tire and started en again in less than aix minutes. He made three rounds after this from the westbury turn in 39 minutes 10 seconds. 18% minutes and 20 minutes 25 seconds.

The fastest eingle round timed by the men at the Westbury turn was made by Wishard in the Mercedee, who made his lest round of the 12.54 mills circuit in 13 minutes 5 seconds. His first round was made in 30% minutes, the car being driven for part of this round by Lutteen, who for part of the increase of the same at the westbury turn in 130% minutes. He made the front of the building and make of round of the 12.54 mills circuit in 13 minutes 5 seconds. He had clocked had been made the first of the building and make one round from the turn in 19% minutes.

Mitchell made four or five rounds and was timed from the turn in 19% minutes. Alken made one round from the turn for one round in the minutes of the condition of the condition

made one round from the turn in 13 minutes 10 seconds. Hearns in the third Fist made a couple of rounds, but did not attempt any speed for a complete round. Grant in the Alco made two rounds from the turn in 15 minutes 25 seconds and 13 minutes 21 seconds. Hugh N. Harding had his Apperson "Jack Rabbit" out again yesterday, morning, but made only one round from the turn in 13 minutes 25 seconds.

Harding and a number of the other drivere declared they did not dare try to drive fast on the back stretch, as the rain of the previous day had left the county roads in a very muddy and slippery condition. Merz made one sasy round in his National and William C. Poertoer, local agent for the National, made one fairly fast round. The three Maxwells and the Columbia were also out for a couple of easy rounds each. Matson made one round in his Chalmers-Detroit from the turn in 1914 minutes. Knipper in the other little Chalmers-Detroit made one round from the turn in 20 minutes 35 seconds.

Louis Chevroist made one round in the

one round from the turn in 20 minutes 35 seconds.

Louis Chevrolet made one round in the Buick from the turn in 14% minutes and one round from the grand stand in 12 minutes 2 seconds. Stillman in the big Marmon made two rounds from the turn in 23 minutes 55 seconds and 23% minutes. Harround made an easy round in the smaller marmon. Joe Seymour was out in a Louier runshout and made three rounds from the turn in 12 minutes 40 seconds. 21 minutes 20 seconds and 15 minutes 20 seconds. Lorimer in one of the big Chalmers-Detroits made three rounds from the turn in 14 minutes 50 seconds, 18 minutes 55 seconds and 30 minutes 55 seconds. He made one round from the grand stand in 11 minutes 49 seconds.

so minutes 5 seconds. He made one round from the grand stand in 11 minutes 49 seconds.

Garden Citt, N. Y., Oct. 28.—The official numbers of the cars that will compete for the Vanderbilt cup and their drivers are as follows: No. 1 Flat, Lewis Strang; No. 2, American, Willie Haupt; No. 3, Simplex, Leland A, Mitchell: No. 4, Flat, E. A. Hearne; No. 5, Atlas, Elmer Knox; No. 6, Apperson, Hugh N. Harding; No. 7, Chaimers-Detroit, Bert Dingley; No. 8, Aloo, Harry F. Grant; No. 9, Chalmers-Detroit, L. B. Lorimer; No. 10, National, John D. Alken, No. 11, National, Charles C. Merz; No. 12, Marmon, Harry Stillman; No. 14, Flat, E. H. Parker; No. 15, Buick, Louis Chevrolet, No. 16, Mercedes, Spencer E. Wishard; No. 17, Isoita-Fraschini, Joe Seymour.

The official numbers of the cars that will compete for the Wheatley Hills troopy and their drivers are as follows: No. 31, Marion, A. Monsen; No. 32, Marmon, Ray W. Harroun; No. 33, Columbia, R. W. Wilcox; No. 34, Moon, Philip Wells.

The official numbers of the cars that will compete for the Massapequa fromy and their drivers are as follows: No. 41, Chalmers-Detroit, William Knipper; No. 42, Hudson, George Ainalie; No. 43, Chalmers-Detroit, Joe Marson; No. 44, Maxwell, Arthur See; No. 45, Maxwell, Thomas Costello; No. 46, Maxwell, Martin Doorley.

The drawing was held in the billiard room of the Garden City Hotel under the supervision of A. R. Pardington, associate referee and manager of the race; A. L. McMurry, chalman of the technical committee; E. T. Birdsall, and F. J. Wagner, who will set as starter.

Clifford V. Brokaw, entrant of the Isotta-Fraschiet H. B. Wellanders of the Fist Car-

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adjoining the above, and containing about 1,500 square feet. The two purchases combined make a plot of about 5,100 square feet, being 100 feet on Canal street, 22 feet on Washington street and about 125 feet on an alley on the northerly side. Mr. Cruikshank has also bought from Messrs. Jay and Winthrop the vacunt lot, 20,4850, at No. 479 Washington street, interest above Canal street, and separated from the corner plot by an alley nine feet in width. The Mr. Vickar-Cisiliard Realty Company and William D. Elipatrick negotiated the saies. The two plots will probably be improved with two eight story mercantile buildings of the same type as the four structures now being erected by Mr. Cruikshank at No. 453 to 453 and No. 537 to 545 Greenwich st.

TWENTY-FIFTH STREET.—Mrs. Elizabeth B. Grannias has sold No. 52 West Twenty-fifth street, a four story and basement dwelling, on plot 27,5838.9. The property is within 123 feet of Sixth avenue and was held at 385,000.

NINETY-SIXTH STREET.—The D. and S. Realty Company has sold to the Johnston-Umstead Realty Company No. 172 East Ninety-sixth street, a four story flat, on plot 30x100.8. The buyers, who were represented by Morison & Mills, will remodel and probably add another story to the building.

TWENTY-NINTH STREET.—Horace S. Ely & Co. have sold No. 541 to 547 West Twenty-ninth street for Emil Topp, Directors Realty Company represented by P. A. Geoghegan), Sophia Krug and Martin Finerty, respectively. The property consists of four four story tenements, each on lot 18.8x88.9. forming a plot 68.8x88.8. It will be immediately improved.

183D STREET.—George Backer has sold to B. House, the glot, 140x100, on the north side of 153d street 100 feet east of Broadway. The new owner will erect a six story apartment house on the site.

BELMONT AVENUE.—The Mosholu Realty Company has sold through John McDonald the plot of three lots at the northwest corner of Belmout avenue and 182d street, having a frontage of 128 feet on the curve of the avenue and street, with northerly and weater

187 feet north of 183d street, each on lot 182100.

DALY AVENUE.—Le Vien & La Velle have sold for J. C. Green a plot, 150x130, in Baly avenue near 176th street, to a builder for improvement with four story flats.

VYSE AVENUE.—Le Vien & La Veile have sold for H. C. Benline No. 1335 Vyse avenue, a three story dwelling.

176TH STREET.—Le Vien & La Velle have sold for Burton & Green the plot, 53x148, at the southwest owner of 178th street and Crotons Parkway, to be improved with a five story apartment house.

chairman of the technical committee; E. T. Birdsall, and F. J. Wagner, who will act as starter.

Clifford W. Brokaw entrant of the lactgar Fraschini; H. R. Hollander of the Flat Company, and Sidney B. Bowman, local agent for the Apperson and Marmon, watched the drivers draw for their starting numbers. The race will start at 9 o'clock on Saturday at intervals of fifteen seconds. The cars in the Massapequa class will be sent away at intervals of fifteen seconds. The cars in the Massapequa class will be sent away at then those in the Wheatley Hills class and then the big cars that will compete for the Vanderbilt cup.

E. E. Schwarzkoff, publisher of the club fournal of the Automobile Club of America, save a luncheon yesterday at the Automobile Club of America, at which the urgent need of good roads in this country was discussed.

Cellege Athletics.

They don't always stay at Penn. Horr. Young and Fise, were lost, even after they had enisted the Findelphia Institution. Thus there are precedents for Ballard's shift, Reports from Cambridge are that the Harvard varsity boat is moving poorly. If it were Just and not October there might be some occasion for vary.

THE REAL ESTATE MARKET

SALE OF A VALUABLE CANAL

STREET CORNER.

A Building site on Riverside Drive and
Seene Merningside Heighte Apartments Also Figure in the Trading.
Along with Several Middawn Plots.

Yesterday was another good day in the brokerage branch of the market. A notable volume of business, measured by recont averages, was reported, and a large share of the realty dealt in was property of some value. The Union Theological Seminary in disposing of part of its block in Park avenue closed a transaction of improvance to the fashlonable residence colony on the East Side. In Canal attreet as its was bought for improvement with two modern firsproof mercantile buildings, which will go up on the third Canal attreet or or the Lind Seminary property of some when the substitution of interest were reported from the new midtown wholesale district, Riverside Drive and Morningside Heights.

PARK AVENUE.—Details of the sale of the Sinon Theological Seminary property on Famile O. Sintery to Thophile Kick the Monroe, a six story slevator buildings, which will go up on the shird Canal attreet owner to be it bus improved west of the Sinon Theological Seminary property on Famile O. Sintery to Thophile Kick the Monroe, a six story slevator business, measured to the Sinon Theological Seminary property and the selection of the Sinon Theological Seminary property on Famile O. Sintery to Thophile Kick the Monroe, a six story slevator business and the selection of the Sinon Theological Seminary property and the selection of the Sinon Theological Seminary property and the Sinon Theological Seminary property and the Sinon Theological Seminary property and the Sinon Theological Seminary property on the Sinon Theological Seminary property busy shouthers the serve that the serve the serve the serve the

third street, on which he will erect a house for his own occupancy. Mr. Jackson for merly resided at No. 4 Riverside Drive, which adjoins on the south the plot just purchased by him. He sold this house, together with its contents, last July to Mrs. Henry P. Booth for over \$300,000. His latest purchase adjoins the south corner of Seventy-third street, which is owned by Robert E. Dowling, and in the block to the south of the Charles W. Schwab mansion.

CANAL STREET.—James H. Cruikshank has bought from Col. William Jay and Egerton L. Winthrop, Jr., as trustees, No. \$37 to \$41 Canal street, northeast corner of Washington street, a plot containing \$3.000 equare feet, covered with old buildings; also bought from the estate of Edward F. Brown No. \$33 to 335 Canal street, adjoining the above, and containing about 1,500 square feet, being 100 feet on Canal street, 22 feet on Washington street and point of the property will be substreet. 22 feet on Washington street and point of the property will be substreet. 22 feet on Washington street and point of the property will be substreet. 22 feet on Washington street and point of the property will be substreet. 22 feet on Washington street and point of the property will be substreet. 22 feet on Washington street and point of the property will be substreet. 22 feet on Washington street and point of the property will be substreet.

the balance of the property will be sub-divided in one acre plots. The sale was consummated by L'Ecluse, Washburn & Co Hoppin & Keen, as architects for the Camolin Realty Company, of which Andrew Counick is head, filed plans with Building Superintendent Murphy for a new fourteen story fireproof office and store building to be erected on the northwest corner of Fifth avenue and Forty-third street. It will have a frontage of 20 feet on the avenue and 125 feet on the street, to cost \$200,000.

Plans have been filed for enlarging the four story dwelling house at No. 109 East Thirty-eighth street, owned by Mrs. C. De R. Moore, extending it to the building line in front and erecting a new facade. The improvements are to be made at a cost of \$40,000, from designs by R. H. Robertson & Son, with B. B. Moore as associate architect. Building News.

& Son, with B. B. Moore as associate architect.

Plans have been filed for remodelling the two story storage house owned by the New York Central radiroad company at No. 638 West Thirty-fifth street for the Kingan Provision Company as seesee and for remodelling the five story tenement and store at Nos. 64 and 56 Division street, owned by Abraham Schultz, to conform with the change of street grade. Thomas H. Johnston and Herman Horenburger are the respective architects.

Plans have been filed for making over the old one story store building at Nos. 2078 and 2080 Third avenue into an amusement hall, the change of occupancy being made for Mary E. Jones as owner, from designs by Wilfred A. Campbell as architect.

designs by Wilfred A. Campbell as architect.

The Bronx plans for new buildings comprise four five story flats for the Moorehead Realty Company at the corner of St. Ann's avenue and 149th street, to cost \$130,000; two four story flats for the Downey Construction Company at the corner of Longwood avenue and Barry street, to cost \$55,000; a one story amusement hall with stores for the Ittner Realty Company an the corner of Prospect avenue and Home street, to cost \$10,000; a five story flat for Picone and Oliva at the corner of Southern Boulevard and Avenue St. John, to cost \$60,000 and a two story dwelling on Bronxdale avenue north of Rhinelander avenue, to cost \$5,000.

Yesterday's Auction Sales.

Yesterday's Auction Sales.

At 14 Vesey Street.

BY JOREFR P. DAY.

Sheriff street, Nos. 51 and 55, west side.

120 feet north of Delancey street, 40x20,
niz story tenement and stores; J. D.

Sturges vs. M. W. Greenberg et al.; due
on judgment, \$19,054.60; aubject to taxes,
dc.. \$1,127.82; subject to a first mortgage of \$41,000; to the plaintiff.

Tenth avesue. Nos. 706 to 770, northeast
corner of Fifty-second street. 75x100,
three five story tenements and three
atory left and store building on street.
Alexanet Cadoo vs. M. C. O'Brien et al.;
due on judgment. \$90,000; subject to taxes,
dc.. \$1,806.82; subject to two mortgages aggregating \$20,000; to William
P. Hoosey for a client.

118th street, Nos. \$37 and \$59, north side.
457.1 feet cast of Pleasant avenue, 40,10x
100.11, five story tenement; Harry Sleget
et al. vs. Mike Wilkins et al.; due on
judgment, \$13,104; subject to taxes,
do. \$555; to Elizabeth C. Siess.

Seventeenth street, No. 618, south side,
285 feet cast of Avenue B, \$25,22 five
story tenement and store; W. M. Powell, Jr. treasurer, &c. vs. Louis Minsity et al.; due on judgment, \$15,910,63;
subject to taxes, &c., \$741.74; to Henry
Tistman.

BY JAMER L. WELIS CO.

Tishman.

BY JAMES L. WELLS CO.

102d street, No. 102, south side. 27 feet cast of Park avenue, 28.75, five story tenement: Filizabeth Silberborn vs. Josef Germer et al.; due on judgment, 316.060; subject to taxes, &c., \$1.075; to the plaintiff

Fifth street, south side. 225 feet east of Avenue D. 30x216 to Fourth street, Unionport; H. C. Lithgow et al. vs. E. C. Bradford et al.; partition; to Lillian F. Lithgow, a party in interest. Eighty-sixth street, No. 340, south side. 300 feet west of First avenue, 25x102.2, six stery tenement and stores; Abraham Liepzig vs. Joseph Manganaro et al.; due on judgment. 35.172.37; subject to taxes. &c. 35x7; subject to a mortgage of \$28,000; to Robert Jehanson....

Mountland The New Suburban Town

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On the main line of the Erie RAMAPO MOUNTAINS, between Suffern and Tuxedo (to be established on a co-operative basis)

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The following is the financial plan of the Colony Association: Every member of the Association will get one and a quarter acres of land on Siedler Hill near the new railroad station for \$1,000, and with it one thousand dollars worth of stock in the Mountland Colony Company. This company will own two thousand acres of land, the electric light plant, the water and sewerage system, the store buildings, and every other public utility of the town.

The rock with which to build a home will be given free to

A title guarantee policy will be furnished with every plot of ground. It is the purpose and aim of the promoters of the colony to get together a congenial and sociable class of people, who will appreciate high-class surroundings amid ideal conditions. Persons of substantial business and good social standing are invited to become members of the association.

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NEW YACHT TO RACE ABROAD. A. S. Cochran's New Schooner Will Not Compete Here Next Season.

Alexander S. Cochran, who is having a Horace S. Ely & Co. big schooner built at Herreshoff's, does not intend to do any racing with that yacht big schooner built at Herreshoff's, does not intend to do any racing with that yacht on this side of the Atlantic next year. It was reported that he would send the yacht across the ocean early in the spring, take part in the racing at Kiel and then come home in time for the cruise of the New York Yacht Ciub. Yachtsmen have fizured that this would be quite a large undertaking and that his season's sport would be very much cut up and half lost in crossing the ocean.

The yacht is to spend the summer in Europe. She will race at Kiel, where she will meet the German yachts such as Germania and Meteor IV. and two new yachts that are to be built this winter. After Kiel she will take part in British regattas. She is being built to conform to the international rule and will be classed at Lloyds, as required.

The British or international rule is different from the American. Yachts there haye a little more draught, they take into consideration freeboard and girth and it is said that Herreshoff has figured that he can build the boat according to that rule for racing abroad and that the penalties incurred according to the measurement rule in this country will not be serious enough to hurt her chances of success against such yachts as the Queen or Elmina. It is possible that two other big schooners will be built here this winter. The new yacht will be ready in March and will sail across the Atlantic some time in April. Capt. Chess.

Though cramped in the opening of the fourth game contested with H. Rosenfield at the rooms of the Manhattan Chess Club on Wednesday night, P. Johner got a draw after fifty-three moves. Rosenfield had the white pieces in a queen's gambit declined and, with the exception of the advance of his rook's pawn on the eighth move, his development was all that could be desired. Johner was kept on the defensive until well into the middle game, but finally shook himself free. In the ending, Johner wen a pawn, but owing to the presence of rooks on the board, he could do no better than a draw. The soore to date 'Johner, 3: Rosenfield, 9; drawn, 1. The fifth game will be piacyd on Sunday afternoon.

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*Cincinnati...Oct. 30, 9 AM if Kaiserin A.V. Nov. 2.
Bluecher..... Nov. 3, 2 PM if Pennsylvania Nov. 2
fAmerika..... Nov. 6, 11 AM if Waldersee . . Dec.
*Pres. Grant.Nov. 17, 1 PM if Amerika..... Nov.

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